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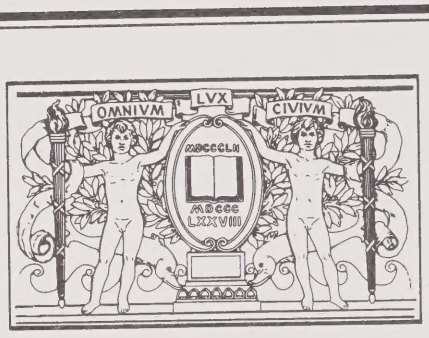

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PUBLIC INVESTMENT IN INFRASTRUCTURE IN BOSTON HARBORPARK NEIGHBORHOODS

A PROFILE

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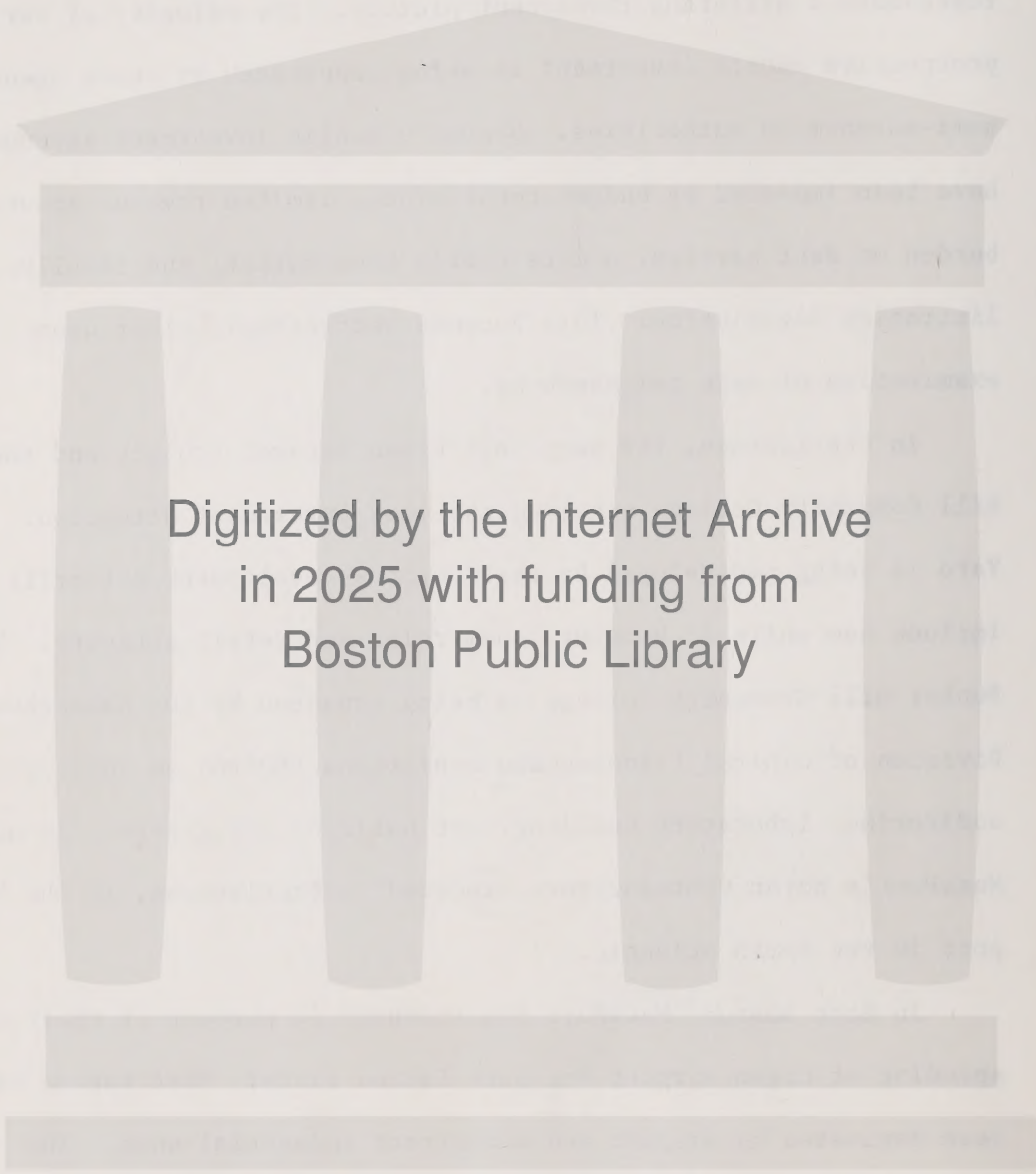
SUMMARY

Boston's Harbor neighborhoods have received a varying amount of attention and activity over the past seven years and each neighborhood represents a different investment picture. The majority of current and prospective public investment is being undertaken by state agencies and semi-autonomous authorities. Boston's public investment expenditures have been impacted by budget constraints, limited revenue growth, the burden of debt service, a more costly bond market, and finally, a tax limitation legislation. This becomes increasingly clear upon examination of each neighborhood.

In Charlestown, the Navy Yard/Urban Renewal Project and the Bunker Hill Community College received the most investment attention. The Navy Yard is being redeveloped by the Boston Redevelopment Authority (BRA) to include new units of housing, commercial and retail activity. The Bunker Hill Community College is being expanded by the Massachusetts Division of Capital Planning and Operations (MDCPO) to include a new auditorium, laboratory building, art building and garage. In addition, MassPort's Moran Containerport, located in Charlestown, is the busiest port in the North Atlantic.

In East Boston, MassPort has invested 64 percent of their citywide spending at Logan Airport and Bird Island Flats; East Boston has long been dominated by airport and waterfront industrial uses. The development of East Boston Piers is currently being debated with BRA plans now under consideration for a mixed use development. Bird Island Flats, another debated MassPort property, is the site of a development project to include conference facilities, a research and manufacturing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center for high technology equipment, a hotel and a major air cargo handling complex. Finally, in East Boston the MDC anticipates spending close to $334 million on Harbor clean-up.

South Boston's activity is dominated by MassPort's development of Commonwealth Pier, Fish Pier and Conley Terminal/Castle Island and the EDIC's investment (83 percent of their citywide spending) in the development of the Boston Marine Industrial Park (BMIP). The Park provides 14 million square feet of net leasable space to any industry in the city under pressure to relocate because of rising rents or expansion needs. The Marine Industrial Park, which includes the Old South Boston Army Base, significantly increases the prospects for retaining manufacturing firms as part of the city's economic base.

Dorchester has received attention from the Massachusetts Division of Capital Planning and Operation at the University of Massachusetts-Harbor Campus. The Kennedy Library is also a new addition to the Columbia Point region. Both the campus and the library are neighbors to the old Columbia Point public housing development which is almost totally vacant and degenerated. The BRA has developed plans to demolish some buildings at the housing project and redevelop the site. The $140 million project is being carried out by the development firm of Corcoran, Mullins and Jennison, Inc., in cooperation with the Boston Housing Authority, the Boston Redevelopment Authority, and the Columbia Point Community Task Force.

All of the above described industrial and mixed use developments, including Faneuil Hall Marketplace in the inner harbor, reflect the recent transformation and good future prospects favoring a broad range

of business and professional services, finance and manufacturing activities.

City of Boston infrastructure investment, however, has been declining since 1978 and had been virtually halted with the adoption of Proposition 2½ in November 1980. Boston's boom of economic development and public building in the 1970s left the city with a large backlog of capital investment needs. These needs are concentrated in the neighborhood schools and other public buildings but park and recreation, street and bridge improvements are also needed. Additional infrastructure investments are required to support currently identified industrial and mixed use development projects in the inner harbor and Harborpark neighborhoods. For example, $108,434,000 was invested in economic development in the Harborpark neighborhoods from 1978-1983. Only $10,895,000 was spent in the same neighborhoods for public buildings/equipment, and parks/recreation and $22,814,000 was invested by the BWSC and MDC on sewer and water related repairs, maintenance and new construction.

Harborpark could be a vital engine for future private development and for the future of the city economy. Private development investment, however, cannot proceed for very long without commensurate public infrastructure backup. If public investment continues to be minimal, the achievement of private development investment and job creation goals will be severely threatened.

KEY TO ABBREVIATIONS

BPWD	BOSTON PUBLIC WORKS DEPARTMENT
BPRD	BOSTON PARKS AND RECREATION DEPARTMENT
BPFD	BOSTON PUBLIC FACILITIES DEPATMENT
NDEA	NEIGHBORHOOD DEVELOPMENT AND EMPLOYMENT AGENCY
BRA	BOSTON REDEVELOPMENT AUTHORITY
BWSC	BOSTON WATER AND SEWER COMMISSION
MDPW	MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS
MASSPORT	MASSACHUSETTS PORT AUTHORITY
MDC	METROPOLITAN DISTRICT COMMISSION
MDCPO	MASS. DIVISION OF CAPITAL PLANNING AND OPERATIONS
MBTA	MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
EDIC	ECONOMIC DEVELOPMENT AND INDUSTRIAL COMMISSION
BMIP	BOSTON MARINE INDUSTRIAL PARK
BHA	BOSTON HOUSING AUTHORITY

PUBLIC INVESTMENT IN INFRASTRUCTURE BY NEIGHBORHOOD

Charlestown

Since the 1970s public investment in Charlestown has been dominated by the BRA's activities in the Charlestown Urban Renewal Area and Charlestown Navy Yard and by MassPort's investments in the Moran Cargo Terminal, the Tobin Bridge, and Hoosac Pier. Also important are the state's investment in Bunker Hill Community College.

Since 1978 the BRA has invested nearly $4 million in the Charlestown Urban Renewal Area (which includes almost all of Charlestown) for street, sidewalk, lighting, utility and public amenity improvements. Another $3 million in city funds and $4-6 million in state and federal funds are estimated to be needed to complete the BRA's work in the renewal area. The most important state and federal investment is the $3.8 million reconstruction of Main Street which is scheduled to begin in 1985.

Over $8 million has been invested by the BRA since 1978 in the Charlestown Navy Yard. In addition to constructing a new street and utility system in the Yard to support mixed use development, the BRA used federal funds for the construction of a 16-acre park and a public marina. Estimates for future public investment needs to complete the development of the Navy Yard are on the order of $4-5 million.

From 1973-78 MassPort invested over $30 million for the modernization of the Moran Cargo Terminal. Since 1978 approximately $6 million more has been invested in the Terminal. The Moran Terminal is one of MassPort's busier seaport facilities, but land transportation problems, labor disputes and changes in shipping tonnage have reduced overall activity in the Port of Boston. An additional $2 million in

investment is planned by MassPort for the Moran Terminal through 1986. The Tobin Bridge conveys approximately 25 million vehicles per year. Bridge toll revenues of $5-6 million per year have been more than sufficient to pay for MassPort's nearly $30 million in investment in the bridge since 1974. Finally, MassPort has provided more than $3 million in infrastructure improvements to prepare Hoosac Pier for an office, restaurant and park development.

From the early 1970s through 1978, the state invested over $20 million for the creation of Bunker Hill Community College. The College includes a library, four classroom and administration buildings, plus an auditorium. An additional $59 million has been proposed by the governor to build a laboratory building, a new auditorium and art facility and a new garage. Construction is estimated to extend into 1988.

Total public investment in infrastructure located entirely within Charlestown (1978-1983) was $70 million and makes up 10 percent of infrastructure investment citywide. With the Moran Terminal modernization and Charlestown Navy Yard and urban renewal projects drawing to a close, public investment in Charlestown is expected to drop to about 5 percent in the years 1984-1989.

East Boston

Since 1968, public infrastructure investments entirely within East Boston have been dominated by MassPort's activities at Logan Airport and Bird Island Flats. MassPort invested $352 million in Logan Airport Properties from 1968-1978 and $150 million from 1978-1983. The Authority invested in maintenance of all aviation properties, project management in ground access improvements, noise abatement and resource

utilization. In addition, MassPort has been working on Bird Island Flats, planning a development project to include conference facilities, a high-tech research and manufacturing center, a hotel and a major cargo handling complex. MassPort anticipates investing roughly $60 million in airport properties from 1984-1989. Most construction costs at Logan are financed internally by MassPort through retained earnings and revenue bonds.

From 1978-1983, the Massachusetts Department of Public Works, using a combination of state and federal funds invested roughly $1.6 million in the reconstruction of public ways, including bridges, streets, sidewalks and lighting. The Boston Public Works Department spent almost $2 million in East Boston during the same time period. East Boston was the recipient of more state public works money than any other Harborpark neighborhood, and second only to South Boston in receiving local public works money.

The Metropolitan District Commission, in an effort to clean up the polluted waters of Boston Harbor, hopes to invest nearly $500 million citywide from 1984-1989. This money will be used to make necessary improvements to the Deer and Nut Island treatment plants, replace the East Boston Pumping Station and construct CSO facilities at Constitution Beach, Commercial Point and Fort Point. Of that $500 million, $334 million is earmarked for investments entirely within East Boston.

Overall, East Boston received more investment activity from 1978-1983 than any other Harborpark neighborhood. This reflects, almost entirely, the high level of MassPort spending and a significant investment by the MDPW and the MDC. Projecting into the 1980s, East Boston will continue to receive a percentage of public investment that

is well above other harbor neighborhoods. From 1984-1989, MassPort and the MDC will continue to be high investors but, encouragingly, the Boston Parks and Recreation Department and the Boston Public Facilities Department anticipate a significant increase in their levels of spending. Rising from $267,000 and $281,000 respectively in 1978-1983, plans currently being formulated indicate increasing to $3,201,000 and $4,834,000 in 1984-1989.

In total, East Boston received 25 percent of all public monies invested in infrastructure citywide over the past six years. That should rise to 34 percent over the next six years.

North End/Waterfront

The Waterfront/Faneuil Hall Urban Renewal Project was initiated in 1964. This area is one of Boston's newest residential sections and is in close proximity to the North End. During the urban renewal period (1964-1976), the project received $35.9 million in federal urban renewal funds, $14 million in community development funds and $1.35 million from the Bureau of Outdoor Recreation. The major thrust of this investment was the improvement in total environmental quality and promotion of residential, institutional and commercial development. The City of Boston provided street and sewer improvements and two housing developments for the elderly were completed. Major nonresidential developments which were completed prior to 1979 include the construction of the New England Aquarium and the Aquarium Auditorium and Pavilion, the restoration of the Gardner Building, Long Wharf, restoration of Quincy Market and Merchants Row for general business use, and the

creation of East India Row Park, the Waterfront Park and the Aquarium Walkway.

From 1975-1978, the North End received over $110 million in public investment (excluding urban renewal) from city, state and federal sources. Special attention was given to the upgrading of parks and recreation facilities and a major street lighting program was initiated.

With a total of roughly $65.9 million invested in the North End/Waterfront area from 1964-1978, it is not surprising that the figures available for 1978-1989 represent considerably less investment. Since 1978, public investment activity in the North End has consisted of the BRA's reconstruction of utilities along the Waterfront ($727,000), the MDPW's reconstruction and partial relocation of Atlantic Avenue and improvements to Dock Square and the Fitzgerald Expressway ($9,831,000). In addition, the MBTA has invested $6.2 million over the past five years in improvements to and rehabilitation of the Orange & Green Lines at Haymarket Station, and the MDC has spent roughly $11 million dollars in the replacement, repair and relocation of sewer lines and combined system separation.

Total public investment in infrastructure located entirely in the North End/Waterfront area was ten percent of citywide infrastructure spending from 1978-1983.

South Boston

In 1979, the BRA Neighborhood Planning Program indicated that major opportunities existed for new development and improvements on the vacant and underutilized portions of the northern industrial sector of South Boston. Since that time, the Boston Economic Development and Industrial

Corporation has developed the Boston Marine Industrial Park and MassPort is investing in Commonwealth Pier, Fish Pier and the Conley Terminal.

EDIC has invested 83 percent of their citywide spending into the development of the Boston Marine Industrial Park. This translates into $22.3 million from 1978-1983. Both developments significantly increase the prospects for retaining manufacturing firms as part of the city's economic base, and investments in the projects are expected to continue into 1989.

MassPort is renovating Commonwealth Pier into a World Trade Center for the computer and communications industry. The Boston Fish Pier is being developed for mixed use, and work was completed in 1982 at the Paul W. Conley (formerly Castle Island) Terminal. MassPort had invested $60 million from 1978-83 into South Boston projects and anticipates another $21 million from 1984-89. This translates into 24 percent of MassPort's total citywide spending.

From 1978-1983 the city invested roughly $3 million within South Boston. Improvements were made in total street reconstruction neighborhood wide, park and recreation maintenance and improvements, and public school improvements. This investment by the city should rise to $5.5 million in the period 1984-89.

In total, South Boston received 14 percent of citywide public money invested in infrastructure from 1978-1983, making it second only to East Boston. Over the next six years, as economic development in South Boston reaches completion, this amount will drop to $70 million or 6 percent.

Dorchester

Public investment in Columbia Point, Savin Hill, Fields Corner East and Neponset, Port Norfolk.

Columbia Point/Savin Hill

From 1970-1978, over $183 million of public and private funds have been invested in Columbia Point. The majority of this is reflected in the University of Massachusetts, Harbor Campus. The campus was completed in 1974 and can accommodate over 9,000 students and 1,200 faculty members. In addition, construction of the John F. Kennedy Library was initiated in May of 1978, representing an $8.6 million public investment.

In the period 1978-1984, public investment exclusively in the Columbia Point/Savin Hill area was considerably less. A major investment was the $3.5 million UDAG, applied for in 1982 by the BRA and used to assist in the development of the Bayside Expo Center. The renovation of the Columbia Point Housing Project into mixed income housing was planned in tandem with the Expo Center. The development will be privately owned, yield tax revenues to the city and calls for the development of a mixed income community of 1,400 units. In January 1985, a $12 million UDAG was awarded to the development, kicking off the $140 million project.

The Massachusetts Division of Capital Planning and Operations indicates an anticipated investment of $30.5 million at the U Mass, Harbor Campus over the next five years, although no investment was indicated for the period 1978-1984.

In response to the increased traffic flow into the U Mass/JFK area, the MBTA anticipates investing $15 million over the next five years (1985-1989) to renovate, in part, the existing JFK/U Mass Station and construction of a new platform to serve the South Shore branch of the Red Line at JFK/U Mass Station.

Fields Corner East

From 1968-1978, $55 million of public money was expended in the South Dorchester Planning District to improve school facilities. Five schools, none of which are located in the subneighborhood of Fields Corner East, have been constructed or completely renovated at a cost of $35 million. In the same time period, Police District 11 was constructed on Gibson Street in Fields Corner East and sidewalk, sewer and water lines were reconstructed.

Since 1978, public investment exclusively in Fields Corner East has been minimal. The BPRD has invested $130,000 in the maintenance and improvement of Byrne Playground and NDEA has invested $881,000 into various neighborhood development projects.

Reconstruction of the Southeast Expressway, Dorchester Bay Bridge (MDPW) and Beades Bridge (MDC) will have effects on Fields Corner East although the investment is spread through many subneighborhoods.

Neponset/Port Norfolk

From 1968-1978, Neponset/Port Norfolk experienced little in the way of street or lighting improvements but did experience a significant amount of sewer and water improvements. In addition, the Murphy

Elementary School was renovated and the Adams Street Tennis Court, Hemenway and Garvey Playgrounds received city improvements.

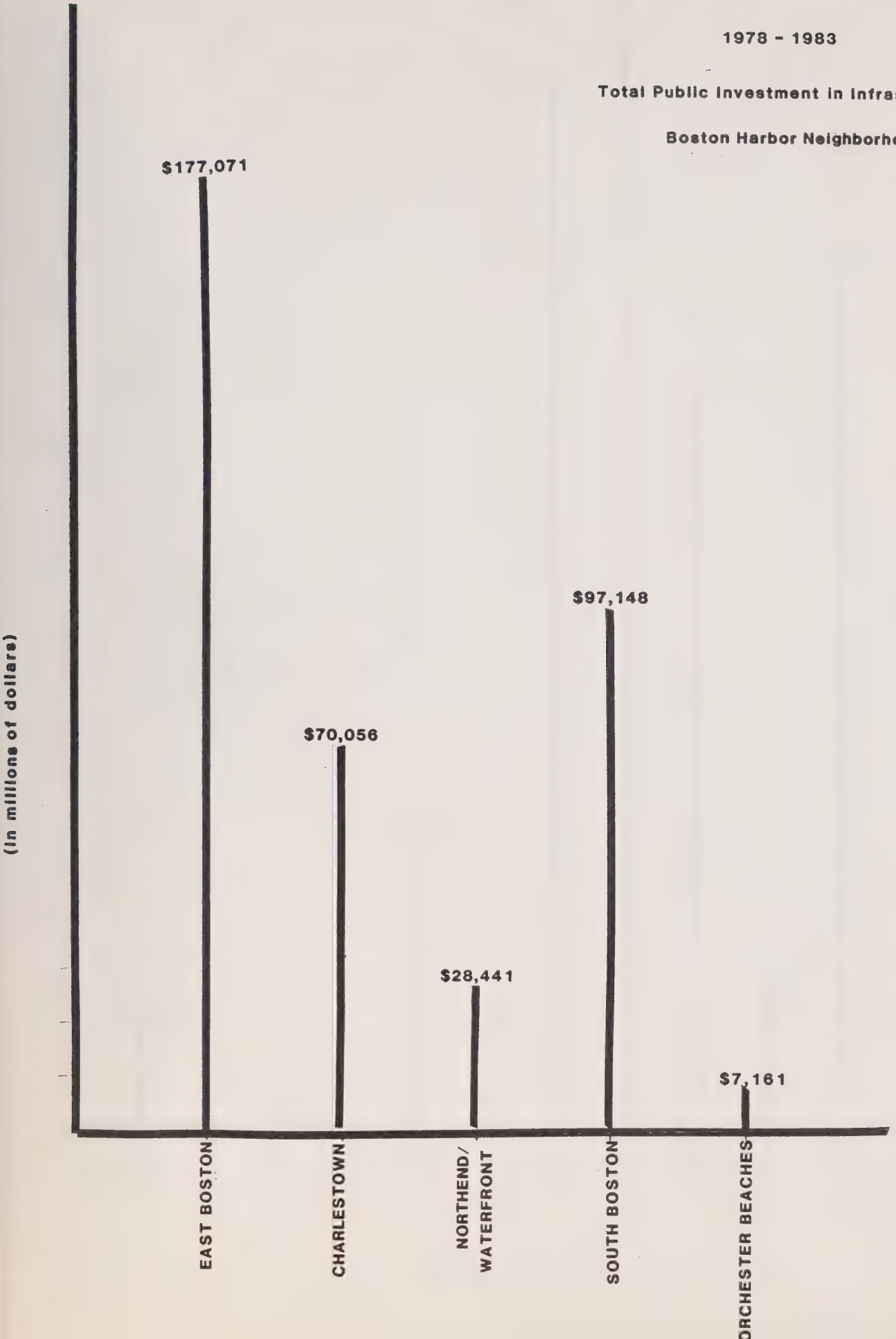
Since 1978, the MDC has invested $984,000 into Tenean Beach for park and recreational development. The BPRD anticipates a further investment of $232,000 in the period, 1985-1989 to maintain and improve Hemenway Playground.

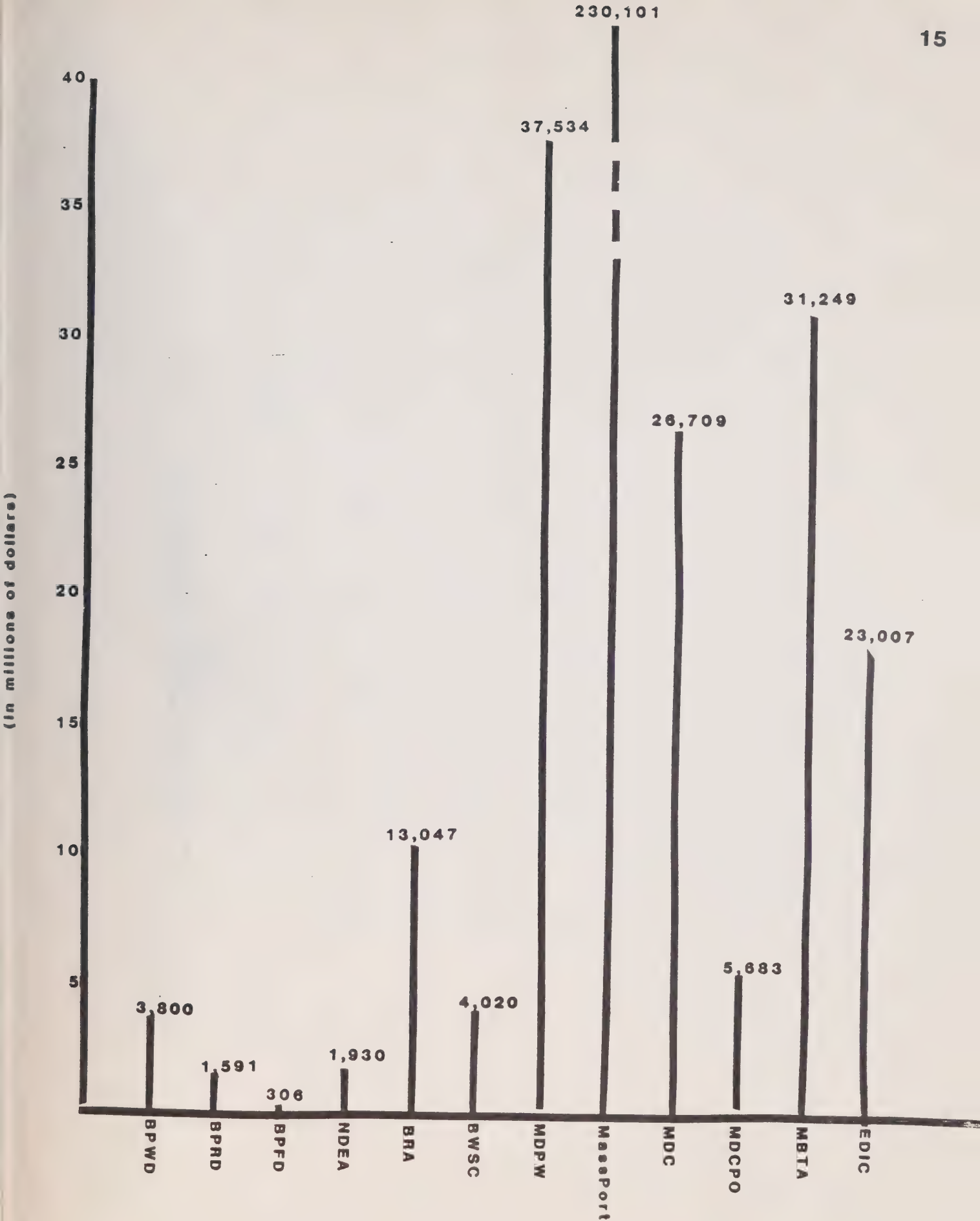
Total public investment in these subneighborhoods of Dorchester totaled $7,161 million from 1978 to 1983. This made Dorchester the recipient of the least amount of public activity out of all the harbor neighborhoods. In the years to come, public infrastructure spending may reach as high as $70 million, or 6 percent of total citywide public investment in infrastructure.

1978 - 1983

Total Public Investment in Infrastructure

Boston Harbor Neighborhoods





AGENCY INVESTMENT IN INFRASTRUCTURE

1978-1983 Boston Harbor Neighborhoods

TOTAL PUBLIC INVESTMENT IN INFRASTRUCTURE
BOSTON HARBOR NEIGHBORHOODS AS COMPARED TO CITYWIDE
1978-1983
($000s)

	East Boston	Charlestown	North End/ Waterfront	South Boston	Dorchester Beaches	Total Harborpark Neighborhood	Total Citywide
Public Buildings & Equipment	320	684	-	6,051	-	7,055	95,671
Parks & Recreation	851	518	669	688	1,114	3,840	37,958
Transportation	158,565	45,605	16,003	8,001	4,809	232,983	361,313
Economic Development	7,579	18,430	727	81,698	-	108,434	135,865
Neighborhood Development	81	3,290	42	100	1,238	4,751	15,516
Water	2,211	797	-	-	-	3,008	15,734
Sewer	7,464	732	11,000	610	-	19,806	51,818
Total	177,071	70,056	28,441	97,148	7,161	379,877	713,590
Percent of Citywide	25%	10%	4%	13%	1%	53%	

Source: BRA Research Department Data Based on Agency-Provided Information.

TOTAL PUBLIC INVESTMENT IN INFRASTRUCTURE,
IN BOSTON HARBOR NEIGHBORHOODS PROJECTED FROM 1984 TO 1989
($000s)

	East Boston	Charlestown	North End/ Waterfront	South Boston	Dorchester Beaches	Total Harborpark Neighborhood	Total Citywide
Public Buildings & Equipment	4,435	31,349	490	4,433	48,909	89,616	287,031
Parks & Recreation	3,625	1,614	341	7,655	1,548	14,783	112,269
Transportation	58,046	11,722	11,500	3,099	16,000	100,367	138,308
Economic Development	12,782	13,708	-	41,773	-	68,263	75,263
Neighborhood Development	-	-	-	100	-	100	4,701
Water	3,815	142	-	2,350	-	6,307	92,810
Sewer	334,651	9,113	-	10,567	3,950	358,281	502,837
Total	417,354	67,648	12,331	69,977	70,407	637,717	1,213,219
Percent of Citywide	34%	5%	1%	6%	6%	52%	

Source: BRA Research Department Data Based on Agency-Provided Information.

TOTAL PUBLIC INVESTMENT IN INFRASTRUCTURE, BY TYPE
NEIGHBORHOOD DEVELOPMENT
($000s)

1978-1983

Agency	East Boston	Charlestown	North End/ Waterfront	South Boston	Dorchester Beaches	Total Harborpark Neighborhood	Total Citywide
Boston Redevelopment Authority	-	2,285	-	-	-	2,285	8,304
Neighborhood Development & Employment Agency	81	105	42	100	1,238	1,566	5,905
Boston Water & Sewer Commission	-	-	-	-	-	-	401
Total	81	3,290	42	100	1,238	3,851	14,610
Percent of Citywide	.05%	.22%	.02%	.06%	.08%	26%	

1984-1989

Neighborhood Development & Employment Agency	-	-	-	100	-	100	1,120
Boston Water & Sewer Commission	-	-	-	-	-	-	481
Boston Public Facilities Department	-	-	-	-	-	-	3,100
Total	-	-	-	100	-	100	4,701
Percent of Citywide	-	-	-	2%	-	2%	

Source: BRA Research Department Data Based on Agency-Provided Information.

TOTAL PUBLIC INVESTMENT IN INFRASTRUCTURE, BY TYPE
ECONOMIC DEVELOPMENT
($000s)

1978-1983

Agency	East Boston	Charlestown	North End/ Waterfront	South Boston	Dorchester Beaches	Total Harborpark Neighborhood	Total Citywide
Boston Redevelopment Authority	-	10,035	727	-	-	10,762	36,363
Economic Development & Industrial Commission	-	-	-	22,328	-	22,328	24,158
MassPort	7,579	8,223	-	59,370	-	75,172	75,172
Boston Water & Sewer Commission	-	172	-	-	-	172	172
Total	7,579	18,430	727	81,698	-	108,434	135,865
Percent of Citywide	5%	.13%	.05%	60%	-	.80%	

1984-1989

Boston Redevelopment Authority	-	6,026	-	-	-	6,026	6,026
Economic Development & Industrial Commission	-	-	-	20,396	-	20,396	27,396
MassPort	12,782	3,938	-	21,377	-	38,097	38,097
Boston Water & Sewer Commission	-	3,744	-	-	-	3,744	3,744
Massachusetts Convention Center Authority (Hynes Auditorium)							(150,000) (Not Included)
Total	12,782	13,708	-	41,773	-	68,263	75,263
Percent of Citywide	17%	18%	-	55%	-	91%	

Source: BRA Research Department Data Based on Agency-Provided Information.

TOTAL PUBLIC INVESTMENT IN INFRASTRUCTURE, BY TYPE
PUBLIC BUILDINGS AND EQUIPMENT
($000s)

Agency	East Boston	Charlestown	North End/ Waterfront	South Boston	Dorchester Beaches	Total Harborpark Neighborhood	Total Citywide
1978-1983							
Boston Public Facilities Department	281	-	-	25	-	306	56,051
Neighborhood Development & Employment Agency	39	-	-	325	-	364	521
Metropolitan District Commission	-	254	-	448	-	702	954
Massachusetts Division of Capital Planning & Operations	-	430	-	5,253	-	5,683	38,145
Total	320	684	-	6,051	-	7,055	95,671
Percent of Citywide	.03%	.07%	-	.06%	-	.07%	
1984-1989							
Boston Public Facilities Department	4,435	864	490	2,344	1,006	9,139	10,535
Economic Development & Industrial Commission	-	-	-	2,089	-	2,089	2,089
Metropolitan District Commission	-	-	-	-	-	-	3,800
Massachusetts Division of Capital Planning & Operations	-	30,485	-	-	47,903	78,388	170,607
Total	4,435	31,349	490	4,433	48,909	89,616	287,031
Percent of Citywide	1%	11%	.01%	1%	17%	31%	

Source: BRA Research Department Data Based on Agency-Provided Information.

TOTAL PUBLIC INVESTMENT IN INFRASTRUCTURE, BY TYPE
PARKS AND RECREATION
($000s)

Agency	East Boston	Charlestown	North End/ Waterfront	South Boston	Dorchester Beaches	Total Harborpark Neighborhood	Total Citywide
1978-1983							
Boston Parks & Recreation Department	267	518	110	566	130	1,591	11,614
Boston Public Facilities Department							45
Metropolitan District Commission	584	-	559	122	984	2,249	13,299
Massachusetts Division of Capital Planning & Operations							13,000
Total	851	518	669	688	1,114	3,840	37,958
Percent of Citywide	2%	1%	2%	2%	3%	10%	
1984-1989							
Boston Parks and Recreation Department	3,201	1,614	341	1,596	1,548	8,300	36,709
Boston Public Facilities Department	399	-	-	1,059	-	1,458	2,118
Metropolitan District Commission	-	-	-	5,000	-	5,000	49,317
Massachusetts Division of Capital Planning & Operations	25	-	-	-	-	25	24,125
Total	3,625	1,614	341	7,655	1,548	14,783	112,269
Percent of Citywide	3%	1%	.03%	7%	1%	13%	

Source: BRA Research Department Data Based on Agency-Provided Information.

TOTAL PUBLIC INVESTMENT IN INFRASTRUCTURE, BY TYPE
TRANSPORTATION
($000s)

1978-1983

Agency	East Boston	Charlestown	North End/ Waterfront	South Boston	Dorchester Beaches	Total Harborpark Neighborhood	Total Citywide
Massachusetts Department of Public Works	16,048	5,644	9,831	2,811	3,200	37,534	80,845
Metropolitan District Commission	-	-	-	3,888	1,514	5,402	18,485
Boston Public Works Department	1,828	60	-	1,302	-	3,190	37,026
Economic Development & Industrial Commission	-	679	-	-	-	679	679
MassPort	140,689	14,240	-	-	-	154,929	154,929
Massachusetts Bay Transportation Authority	-	24,982	6,172	-	95	31,249	69,349
Total	158,565	45,605	16,003	8,001	4,809	232,983	361,313
Percent of Citywide	46%	13%	4%	2%	1%	64%	

1984-1989

Massachusetts Department of Public Works	900	3,800	11,500	1,695	-	17,895	33,219
Boston Public Works Department	297	-	-	304	-	601	18,657
Economic Development & Industrial Commission	-	-	-	1,100	-	1,100	1,100
MassPort	56,849	7,922	-	-	-	64,771	69,332
Massachusetts Bay Transportation Authority	-	-	-		16,000	16,000	16,000
Total	58,046	11,722	11,500	3,099	16,000	100,367	138,308
Percent of Citywide	44%	8%	9%	2%	12%	72%	

Source: BRA Research Department Data Based on Agency-Provided Information.

TOTAL PUBLIC INVESTMENT IN INFRASTRUCTURE, BY TYPE
WATER
($000s)

Agency	East Boston	Charlestown	North End/ Waterfront	South Boston	Dorchester Beaches	Total Harborpark Neighborhood	Total Citywide
1978-1983							
Boston Water & Sewer Commission	2,211	797	-	-	-	3,008	15,734
Total	2,211	797	-	-	-	3,008	15,734
Percent of Citywide	14%	5%	-	-	-	19%	
1984-1989							
Metropolitan District Commission	3,553	-	-	-	-	3,553	52,727
Boston Water & Sewer Commission	262	142	-	2,250	-	2,654	39,933
Boston Public Works Department	-	-	-	-	-	-	50
Economic Development & Industrial Commission	-	-	-	100	-	100	100
Total	3,815	142	-	2,350	-	6,307	92,810
Percent of Citywide	4%	.01%	-	2%	-	7%	

Source: BRA Research Department Data Based on Agency-Provided Information.

TOTAL PUBLIC INVESTMENT IN INFRASTRUCTURE, BY TYPE
SEWER
($000s)

1978-1983

Agency	East Boston	Charlestown	North End/ Waterfront	South Boston	Dorchester Beaches	Total Harborpark Neighborhood	Total Citywide
Metropolitan District Commission	7,351	5	11,000	-	-	18,356	33,893
Boston Water & Sewer Commission	113	727	-	-	-	840	17,315
Boston Public Works Department				610	-	610	610
Total	7,464	732	11,000	610	-	19,806	51,818
Percent of Citywide	14%	1%	21%	1%	-	38%	

1984-1989

Metropolitan District Commission	334,651	-	-	3,950	3,950	342,551	394,595
Boston Water & Sewer Commission	-	9,113	-	6,409	-	15,522	108,034
Economic Development & Industrial Commission	-	-	-	208	-	208	208
Total	334,651	9,113	-	10,567	3,950	358,281	502,837
Percent of Citywide	66%	2%	-	2%	1%	71%	

Source: BRA Research Department Data Based on Agency-Provided Information.

NORTH END/WATERFRONT PUBLIC INFRASTRUCTURE INVESTMENT
($000s)

Agency	1978-83			1984-89			Percent 1978-89
	Entirely Within No.End/ Waterfront	Total Harbor Neighborhood	Total Citywide	Entirely Within No. End/ Waterfront	Total Harbor Neighborhood	Total Citywide	
Boston Public Works Department	110	3,800	37,636	-	601	18,707	.02%
Boston Parks & Recreation Dept.	-	1,591	11,614	341	8,300	36,709	.07
Boston Public Facilities Dept.	-	306	56,096	490	10,597	115,753	.03
Neighborhood Development & Employment Agency	42	1,930	6,426	-	100	1,120	.05
Boston Redevelopment Authority	727	13,047	44,667	-	6,026	6,026	1.0
Boston Water & Sewer Commission	-	4,020	33,622	-	21,920	152,192	0.0
Mass. Dept. of Public Works	9,831	37,534	80,845	1,695	17,895	33,219	10.0
MassPort	-	230,101	230,101	-	102,868	107,429	0.0
Mass. District Commission	11,559	26,709	66,631	-	351,104	500,439	2.0
Mass. Dept. of Capital Planning & Operation	-	5,683	51,145	-	78,413	194,732	0.0
Mass. Bay Transportation Auth.	6,172	31,249	69,349	-	16,000	16,000	7.0
Economic & Industrial Commission	-	23,007	24,837	-	23,893	30,893	0.0
Total	28,441	378,977	712,969	2,526	637,717	1,213,219	
Percent of Citywide	3%	53%		.02%	53%		

Source: EPA Research Data Supplied by Agency Questionnaire Response.

SOUTH BOSTON PUBLIC INFRASTRUCTURE INVESTMENT
($000s)

Agency	1978-83 Entirely Within South Boston	1978-83 Total Harbor Neighborhood	1978-83 Total Citywide	1984-89 Entirely Within South Boston	1984-89 Total Harbor Neighborhood	1984-89 Total Citywide	Percent 1978-89
Boston Public Works Department	1,912	3,800	37,636	304	601	18,707	4.0%
Boston Parks & Recreation Dept.	566	1,591	11,614	1,596	8,300	36,709	4.0
Boston Public Facilities Dept.	25	306	56,096	3,403	10,597	115,753	2.0
Neighborhood Development & Employment Agency	425	1,930	6,426	100	100	1,120	7.0
Boston Redevelopment Authority	-	13,047	44,667	-	6,026	6,026	36.0
Boston Water & Sewer Commission	-	4,020	33,622	8,659	21,920	152,192	5.0
Mass. Dept. of Public Works	2,811	37,534	80,845	1,695	17,895	33,219	4.0
MassPort	59,370	230,101	230,101	21,377	102,868	107,429	24.0
Mass. District Commission	4,458	26,709	66,631	8,950	351,104	500,439	2.0
Mass. Dept. of Capital Planning & Operation	5,253	5,683	51,145	-	78,413	194,732	4.0
Mass. Bay Transportation Auth.	-	31,249	69,349	-	16,000	16,000	0.0
Economic & Industrial Commission	22,328	23,007	24,837		23,893	30,893	83.0
Total	97,148	378,977	712,969	69,977	637,717	1,213,219	
Percent of Citywide	14%	53%		6%	53%		

Source: BRA Research Data Supplied by Agency Questionnaire Response.

EAST BOSTON PUBLIC INFRASTRUCTURE INVESTMENT
($000s)

Agency	1978-83 Entirely Within East Boston	1978-83 Total Harbor Neighborhood	1978-83 Total Citywide	1984-89 Entirely Within East Boston	1984-89 Total Harbor Neighborhood	1984-89 Total Citywide	Percent 1978-89
Boston Public Works Department	1,828	3,800	37,636	297	601	18,707	4.0%
Boston Parks & Recreation Dept.	267	1,591	11,614	3,201	8,300	36,709	7.0
Boston Public Facilities Dept.	281	306	56,096	4,834	10,597	115,753	3.0
Neighborhood Development & Employment Agency	120	1,930	6,426	-	100	1,120	1.0
Boston Redevelopment Authority	-	13,047	44,667	-	6,026	6,026	0.0
Boston Water & Sewer Commission	2,324	4,020	33,622	262	21,920	152,192	1.0
Mass. Dept. of Public Works	1,648	37,534	80,845	900	17,895	33,219	15.0
MassPort	148,268	230,101	230,101	69,631	102,868	107,429	76.0
Mass. District Commission	7,935	26,709	66,631	338,204	351,104	500,439	61.0
Mass. Dept. of Capital Planning & Operation	-	5,683	51,145	25	78,413	194,732	.001
Mass. Bay Transportation Auth.	-	31,249	69,349	-	16,000	16,000	0.0
Economic & Industrial Commission	-	23,007	24,837	-	23,893	30,893	0.0
Total	177,071	378,977	712,969	417,354	637,717	1,213,219	
Percent of Citywide	25%	53%		34%	53%		

Source: BRA Research Data Supplied by Agency Questionnaire Response.

CHARLESTOWN PUBLIC INFRASTRUCTURE INVESTMENT
($000s)

Agency	1978-83 Entirely Within Charlestown	1978-83 Total Harbor Neighborhood	1978-83 Total Citywide	1984-89 Entirely Within Charlestown	1984-89 Total Harbor Neighborhood	1984-89 Total Citywide	Percent 1978-89
Boston Public Works Department	60	3,800	37,636	-	601	18,707	.01%
Boston Parks & Recreation Dept.	518	1,591	11,614	1,614	8,300	36,709	4.0
Boston Public Facilities Dept.	-	306	56,096	864	10,597	115,753	.05
Neighborhood Development & Employment Agency	105	1,930	6,426	-	100	1,120	1.0
Boston Redevelopment Authority	12,320	13,047	44,667	6,026	6,026	6,026	36.0
Boston Water & Sewer Commission	1,696	4,020	33,622	12,999	21,920	152,192	8.0
Mass. Dept. of Public Works	5,644	37,534	80,845	3,800	17,895	33,219	8.0
MassPort	22,463	230,101	230,101	11,860	102,868	107,429	1.0
Mass. District Commission	259	26,709	66,631	-	351,104	500,439	.004
Mass. Dept. of Capital Planning & Operation	430	5,683	51,145	30,485	78,413	194,732	24.0
Mass. Bay Transportation Auth.	24,982	31,249	69,349	-	16,000	16,000	3.0
Economic & Industrial Commission	679	23,007	24,837	-	23,893	30,893	1.0
Total	69,156	378,977	712,969	67,648	637,717	1,213,219	
Percent of Citywide	10%	53%		5%	53%		

Source: BRA Research Data Supplied by Agency Questionnaire Response.

DORCHESTER* PUBLIC INFRASTRUCTURE INVESTMENT
($000s)

Agency	1978-83 Entirely Within Dorchester*	1978-83 Total Harbor Neighborhood	1978-83 Total Citywide	1984-89 Entirely Within Dorchester*	1984-89 Total Harbor Neighborhood	1984-89 Total Citywide	Percent 1978-89
Boston Public Works Department	-	3,800	37,636	-	601	18,707	0.0%
Boston Parks & Recreation Dept.	130	1,591	11,614	1,548	8,300	36,709	3.0
Boston Public Facilities Dept.	-	306	56,096	1,006	10,597	115,753	.05
Neighborhood Development & Employment Agency	1,238	1,930	6,426	-	100	1,120	16.0
Boston Redevelopment Authority	-	13,047	44,667	-	6,026	6,026	0.0
Boston Water & Sewer Commission	-	4,020	33,622	-	21,920	152,192	0.0
Mass. Dept. of Public Works	3,200	37,534	80,845	-	17,895	33,219	3.0
MassPort	-	230,101	230,101	-	102,868	107,429	0.0
Mass. District Commission	2,498	26,709	66,631	3,950	351,104	500,439	1.0
Mass. Dept. of Capital Planning & Operation	-	5,683	51,145	47,903	78,413	194,732	37.0
Mass. Bay Transportation Auth.	95	31,249	69,349	16,000	16,000	16,000	18.0
Economic & Industrial Commission	-	23,007	24,837	-	23,893	30,893	0.0
Total	7,161	378,977	712,969	70,407	637,717	1,213,219	
Percent of Citywide	1%	53%		6%	53%		

* Savin Hill, Columbia Point, Fields Corner East, Neponset, Port Norfolk.

Source: BRA Research Data Supplied by Agency Questionnaire Response.